

ROULETTE WHEELS.

CHICAGO & ALTON TRAIN ROBBED ALMOST IN THE CITY.

OPPOSITE WASHINGTON PARK.

EIGHT BANDITS IN THE PARTY AND ALL WERE MASKED.

Frightened Away Before They Had Blown Open Express Safe—Trainmen Robbed, but Passengers Not Molested—Occurred in Early Evening.

The fast train on the Chicago & Alton, which left the Union depot at 8:30 last night, was held up by a gang of eight masked robbers at the crossing just opposite Washington park, twenty minutes later. The bandits got little for their pains, for they failed in an attempt to blow open the express safe, and secured only a few dollars from the trainmen. The passengers were not molested. The train was delayed nearly two hours, and then proceeded on its journey.

The train was stopped by torpedoes placed on the track. As soon as it came to a standstill the conductor and brakeman stepped off to see what the trouble was, and were immediately covered by guns. One of the robbers went through Conductor Groves, securing \$22. The trainmen were then compelled to uncouple the express car, the engineer and fireman called down from the cab, a shot being fired at the engineer because he was slow in obeying and the robbers ran the engine and express car about a quarter of a mile up the track. Here the express messenger was induced to open his car door and an attempt was made to get him to open the safe also. He informed the bandits that the safe was a through one and that he had no keys for it, whereupon he was seized by the men, pulled from the train, robbed of his gun and \$31 in money, and ordered to go back to the rest of the train.

The robbers then placed twenty-four sticks of dynamite on top of the safe and lighted the fuse, which proved to be defective and failed to ignite the dynamite. Before the fuse could be repaired and relighted the robbers became frightened and fled.

The passengers, especially the women, were greatly frightened when it became known that the train was being robbed, and there was a grand scramble to find hiding places for money and valuables. Watches were thrust under seats, cash into hats, diamonds and jewelry into stockings, and within two minutes after the train was stopped there wasn't \$10 worth of valuables in sight on the entire train. There were two Chicago & Alton detectives on the train, and the passengers say that they were the worst scared men in the lot, never showing themselves outside their car until the affair was over.

Willis E. Gray, general superintendent of the road, in his private car, was on the train when it was held up.

After the express messenger returned to the passenger coaches the passengers made up a purse of \$25 and presented it to him.

An hour or so after the train was held up a freight came along from Kansas City and pushed the left-behind coaches ahead to the engine and express car. The train was then coupled together and proceeded about two hours later.

The hold-up occurred almost on the main thoroughfare between Kansas City and Independence. It was just below Fifteenth street in a rather sharp cut, in full view of passing travelers, of whom there were scores every hour last evening.

The engine was No. 217, the same that was pulling the last two trains that were held up in the famous Blue Cut.

County Marshal Chiles received his first information of the holdup from the Alton officials at Independence. A few minutes later, Deputy Marshal Potts, from the Independence office of the marshal, telephoned, confirming the rumor. No details were given, and Marshal Chiles was unable to obtain further information than the fact that a Chicago & Alton express-bound train had been held up near the crossing of the Fifteenth street macadamized road and a short distance from Evanston station, on the Independence electric line.

Marshal Chiles dispatched Deputies Potts and Gentry from Independence and Deputies Kenny and Mays from Kansas City to the scene in wagons.

A few minutes after Marshal Chiles received a telephone message from the Chicago & Alton roundhouse at Twelfth and Santa Fe streets in this city that an engine would be sent to the Alton passenger station at the foot of Grand avenue at once to take himself and deputies to the scene of the robbery. The marshal had intended to go with his deputies by team, but abandoned this plan for the expediency of more expeditious one proposed by the Chicago & Alton railroad officials.

With Deputies Leahy, Pendergast and Wilson, Marshal Chiles hurried to the Grand avenue depot, but about 12 o'clock was advised that the Alton had abandoned the plan of sending an engine to the scene. He was told that a freight train would pass the Grand Avenue depot within an hour half hour, and that if he desired it would be given orders to take him on and let him off at the scene of the hold-up. The marshal later left on horseback for the Fifteenth street crossing.

William Farlow, who lives about 100 yards from where the robbers left the engine and express car, saw it standing on the track, but did not see the robbers.

Oscar Bridges and Eugene and Ernest Ridgeway, who were sentenced to one year's imprisonment for holding up a car on the Independence electric line at Washington station last Thanksgiving, were released yesterday. This may or may not have any connection with last night's robbery.

Thieves Made a Good haul.

J. Anstons's jewelry store at 914 1/2 Union street was entered by thieves yesterday afternoon, during the absence of the proprietor and the following taken: Forty gold rings, three diamond necklaces, a diamond brooch, twelve lady's chains and \$30 in American coins.

Two Pockets Arrested.

Andy Thomas and J. H. Morris, two St. Louis men, were arrested last night by Detectives Ennis and Boyle while trying to pick pockets in the crowd.

CHICAGO STOCK YARDS FIRE.

Dexter Park Horse Pavilion and Twenty-eight Residences and Stores Burned.

Chicago, Oct. 6.—Fanned by a strong wind from the west, a fire which broke out in the Dexter park pavilion at the Union stock yard last afternoon spread to the district between Halsted street and Union avenue, and Forty-third and Forty-fifth streets, demolishing business houses and residences.

The worst sufferers among the residents were those living along Halsted street between Forty-third and Forty-fourth streets. Business houses and residences alike, all of them frame structures, furnished ready material for the flames, which raged from 3 o'clock until 5 o'clock, and then yielded to the vigorous work of the fire department. The total damage to the Dexter park pavilion is estimated at more than \$100,000, but it is not known what the exact number of horses burned in the fire is, and it is calculated that the amount of feed stores in the pavilion is also yet to be made.

A number of persons were injured during the fight with the flames, and one man, according to an employee of the stock yards, was burned to death.

The injured are: Fred Casey, employee of stock yards; Maurice Maloney, fireman, overcome by smoke and heat while trying to recover; P. F. Sheam, leg broken; Henry Walsh, employee of stock yards; slightly burned; William Donahue, fireman, injured by falling timber; will recover.

The Dexter park pavilion stands only a few yards southwest of the main horse market, which is an immense frame affair, covered by a huge dome. For the latter building to have caught fire would have meant the destruction of the greater portion of the stock yards.

The pavilion contained 500 horses, and it was with the greatest difficulty that they were rescued. Patrick Casey, an employee of the stock yards, discovered the fire and after turning in an alarm, ran with three companions into the pavilion to release the horses. Many of them were in pens, and it was an easy matter to turn them loose, but a very different thing to get them out of the building. Casey and his companions narrowly escaped being trampled to death by the maddened brutes, who endeavored to drive them through the doors. Casey was knocked down once and badly injured, and Henry Walsh, who was also trying to release the horses, was injured in the same manner. Neither man was seriously hurt, however. It was impossible to get a single horse to leave the pavilion until the fire was under control, and the others followed rapidly. The flames raged so rapidly that all of them could be saved, but it is not thought that many were destroyed.

The chief losses resulting from the fire are as follows:

Dexter park pavilion, consisting of eight barns, \$50,000.

Armour & Co., sheds near the pavilion, \$800.

Feed in pavilion, \$5,000.

Freight cars belonging to the Union Stock Yards and Transit Company and Chicago & Alton railroad, \$1,000.

Twenty-eight residences and stores were damaged by the flames, the loss in each particular instance being small.

SEVEN DEATHS BY FIRE.

South Dakota Industrial School for Girls Burns, West Territory.

Fatal Results.

Plankinton, S. D., Oct. 6.—One of the worst disasters in the history of the state occurred last night, when seven lives were lost by the burning of the girls' dormitory at the state industrial school. The dead are: Tillie Hooper, instructor; Mabel Tober, aged 14, of Sioux Falls; Bessie Merby, aged 14, of Hot Springs; Ida Warner, aged 16, of Watertown; Christina Bergman, aged 11, of Yankton; Nellie Johnson, aged 11, of Grattan; N. D.; Lillian West, aged 11, of Sioux Falls.

The burned structure was of wood, three stories in height, and was built recently completed. The origin of the fire is unknown. The watchman saw the flames bursting from the upper stories while he was in a building some distance away. There was no fire fighting apparatus at the school, and the buildings being over a mile from town, no aid could be rendered. In a short time the entire annex was enveloped in flames and in less than twenty minutes from the time the fire was seen the building was destroyed. Nothing whatever was saved. There were about twenty-five persons in the school, who escaped in their night clothes with the greatest difficulty.

Search for the bodies was commenced as soon as possible and late this afternoon all had been recovered and were immediately buried. Each was burned beyond recognition. The loss on the building is \$25,000.

MRS. ATKINSON'S TRIAL BEGUN.

Wife of West Virginia's Governor in Court on a Charge of Forgery.

Glenview, W. Va., Oct. 6.—All barriers being removed, the trial of Mrs. Atkinson, wife of Governor Atkinson, was resumed today. The preliminary proceedings were brief and the state was soon impaneled of the representative men of the county and sworn. The trial opened with the reading of the indictment, which charges Mrs. Atkinson and Joshua P. Owens, a prominent member of the state bar, with the forgery of a check for \$1,000, which was cashed at the bank of the state.

The receipts involved in the transaction, some of which were signed by the state treasurer, were produced by the state and the receipts were written and signed in Judge Camden's handwriting. This last allegation is the most serious charge against Mrs. Atkinson, who is charged with the forgery of the receipts, which are wholly in the handwriting of the state treasurer. The defense, however, claims that the receipts are genuine and that the state is attempting to frame Mrs. Atkinson.

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Robbed of \$9,000 in Cash.

Washington, Ia., Oct. 6.—Harvey Cherry, who had just returned from Nebraska, was robbed of \$9,000 in cash while traveling on his person, was waylaid this afternoon by three footpads, knocked senseless and robbed of the money. He was found bound and gagged in an alley, almost dead from loss of blood from an ugly slash in his head.

MAJOR GINTER'S ESTATE.

His Will, Disposing of \$7,000,000, For Probate.

Richmond, Va., Oct. 6.—The will of the late Major Lewis Ginter was filed for probate here today. The total value of the estate between \$7,000,000 and \$8,000,000. Major Ginter's estate is left to his wife, Mrs. Ginter, and to his children, the Misses Arenas. Westbrook, his country home, is left to his sister, Mrs. Young, and the Bluebonnet stock farm to Mr. George A. Arenas. His brother, George and nephew in Missouri are handsomely remembered, as are other relatives. Requests are made to all the charitable institutions in this city.

BRIEF HITS OF NEWS.

The German government has refused to recognize Mr. Ferdinand Neumann as president, who was nominated by President McKinley on May 25, to be United States consul to Cologne.

Among the consul appointments which will be announced in the near future will be that of Mr. J. H. Morris, to Edinburgh, Scotland. Mr. Fleming is managing editor of the Cincinnati Times-Star.

The officials of the British foreign office have communicated to the United States ambassador that Great Britain will refuse to grant a visa to any alien who is a representative of Russia and Japan.

UPPER HOUSE TAKES ACTION.

THE EXTENSION ORDINANCE IS NOW BEFORE THE LOWER HOUSE.

Referred to Its Finance Committee—Slightly Amended by the Upper Body—A Further Amendment May Be Made.

The council made a little progress last night toward extending the city limits. In the upper house the finance committee submitted a report recommending that the extension on the south be so made as to take in Brush creek. This will add a strip of territory on the south side of the city to the extension proposed in the ordinance in that direction. No change was recommended in the proposed extension limits.

At this point some of the members became confused, and it was doubtful how they ought to proceed so as to comply with the provisions of the city charter governing extension of the limits of the city. After a discussion, the city council decided to call upon the lower house to lay down the law applicable to the case. He said that the ordinance might be amended, but it could not be passed until after the next session, which would be held in two weeks in the official newspaper of the city.

The amendment proposed by the finance committee was adopted, and at the suggestion of Alderman Wyne and the city council, the resolution was amended so as to show that the ordinance was introduced in the upper house at a regular meeting of the council held on October 4, and that it was amended by the upper house at a meeting held on October 6. The question then arose as to what should be done with the ordinance. The city council decided to refer it to the lower house, together with the resolution. This was done.

When the ordinance and resolution were taken up in the lower house Mr. Middlebrook was again called upon to explain how they could be legally acted upon. He made the same statement as made by him in the upper house, and the city council called attention to the fact that the resolution revised the dates of the introduction in and amendment by the upper house of the ordinance. He wanted to know if it was necessary to put into the resolution the date of the introduction in the lower house and the date of its amendment. Mr. Middlebrook said he would surely amend the ordinance. He said the action of both houses upon the ordinance and resolution ought to be shown in the resolution.

But if the ordinance is amended after the three weeks it will have to be republished for three weeks. That will bring about the passage of the ordinance too late to take effect in the election in to elect members of the council next spring.

After further discussion the resolution and ordinance were referred to the finance committee.

The ordinance granting a franchise to the East Side Electric Railway Company to build and operate a street car line on the street line was passed by the lower house. The franchise will expire in 1925.

BALTIMORE & BOSTON 3.

The Orioles Exhaust the Hub's Pitching Corps in a Great Struggle of Battering.

Baltimore, Oct. 6.—The Orioles of Baltimore today defeated the Boston Red Sox in a game that was a great struggle of pitching and batting. The Orioles won by a score of 3 to 1.

Boston, Mass., Oct. 6.—The last game of the season and the third in the Temple cup series was as dull and uninteresting as the first two. The Boston Red Sox defeated the Baltimore Orioles by a score of 1 to 0.

The game was a close one, with both teams playing well. The Boston Red Sox were led by their pitcher, who pitched a great game, and the Baltimore Orioles were led by their batter, who hit a home run in the ninth inning.

The game was a great one, and it was a great victory for the Boston Red Sox. The Baltimore Orioles were defeated by a score of 1 to 0.

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A TREE-TOP HOME.

The Queen Nest of Tramps Discovered in a Canebrake.

Watertown, Mass., doesn't boast of the most novel lodging house for tramps in America, but Watertown has it just the same. Others tramps have been lodged in palaces of canvas, of boards, of turf, but the enterprising hoboes of Watertown have gone back to primal principles and taken to the top for shelter.

A magnificent maple spreads its limbs at a height of twenty feet. The lower branches spring symmetrically from the trunk and serve as the foundation for a rude platform, or rather, a series of shallow troughs.

These troughs, seven in number, are just deep enough to keep a man who rolls over in his sleep, from falling out, and just long enough to allow him to stretch himself at length in comparative comfort. A few narrow cleats are nailed to the trunk and the branches, and the tramps are ready to go.

Access to the branches is had by means of a ladder, which is drawn up when there is no one in the nest, and lowered when the tramps are in their quarters. These tramps are literary in their tastes, and have a library. At least, this is what one of the fraternity terms it. It is a collection of books, which hang from a tree, and contained a choice assortment of yellow-covered novels and week-end newspapers.

At Watertown.

First race—Seven furlongs. Dango, won; second, Lad Britannia, third, Time, 1:20.

Second race—Six furlongs. Frank Thompson, won; second, Millstream, third, Time, 1:18.

Third race—One mile. Waterloo, won; second, Bramble, third, Madeline, third, Time, 1:40.

Fourth race—One mile. Madeline, won; second, We Know It, third, Time, 1:40.

Fifth race—Five furlongs. The Red Fly, won; second, Centin, third, Time, 1:03.

Sixth race—Seven furlongs. Kallitani, won; second, Faunette, third, Time, 1:23.

At Aqueduct.

First race—Five furlongs. General Maceo, won; Long Ace, second; The Cad, third, Time, 1:02.

Second race—One mile, selling. Albert S. won; Old Sausage, second; James Monroe, third, Time, 1:43.

Third race—One mile, selling. Kinkinnick, won; Hinddard, second; J. A. Grey, third, Time, 1:24.

Fourth race—1 1/4 miles. Buckwa, won; Lobengula, second; Miss Prim, third, Time, 2:15.

Fifth race—Five furlongs, selling. Nearst, won; Gypsie, second; Miss Reeves, third, Time, 1:03.

Sixth race—One mile, selling. Manassas, won; Passover, second; Belle of Killarney, third, Time, 1:24.

Seventh race—1 1/4 miles, selling. Bird won; Double time, second; Manito, third, Time, 2:20.

Eighth race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Ninth race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Tenth race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Eleventh race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Twelfth race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Thirteenth race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Fourteenth race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Fifteenth race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Sixteenth race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Seventeenth race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Eighteenth race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Nineteenth race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Twentieth race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Twenty-first race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Twenty-second race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Twenty-third race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Twenty-fourth race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Twenty-fifth race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Twenty-sixth race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Twenty-seventh race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Twenty-eighth race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Twenty-ninth race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Thirtieth race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Thirty-first race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

Thirty-second race—1 1/4 miles, selling. Double time, second; Manito, third, Time, 2:20.

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